

**William T. Lake**

+1 202 663 6725 (t)  
+1 202 663 6363 (f)  
william.lake@wilmerhale.com

January 27, 2006

**VIA ELECTRONIC DELIVERY**

Ms. Marlene H. Dortch  
Secretary  
Federal Communications Commission  
445 12th Street, S.W.  
Washington, D.C. 20554

**Re: *Ex Parte* Notice in ET Docket No. 05-247**

Dear Ms. Dortch:

On January 26, 2006, Bob Calaff and Patrick Welsh of T-Mobile USA, Mark Crosby of the Enterprise Wireless Alliance, and the undersigned, counsel to T-Mobile USA, met with Fred Campbell of the Chairman's office. Consistent with T-Mobile's and the Enterprise Wireless Alliance's filings in this docket, we discussed those organizations' support for Continental's Petition for Declaratory Ruling to prohibit Massport from preventing the installation of WiFi antennas in the airline clubs at Boston's Logan Airport. We attach the materials used in that presentation.

Pursuant to Section 1.49(f) and 1.1206(b) of the Commission's rules, a copy of this letter and its attachments has been filed electronically.

Respectfully Submitted



William T. Lake  
Counsel to T-Mobile

Attachment

cc: Fred Campbell

Travelers

**January 26, 2006**



***Meeting with Fred Campbell***

***Petition of Continental Airlines  
ET Docket 05-247***

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## ***Continental's Petition***

- Requests the Commission declare that MassPort's demand that Continental remove its WiFi antennas in its lounges is prohibited by the OTARD rules
- Numerous parties, in addition to T-Mobile, have filed in support: ATA, EWA, PCIA, CTIA, American, CEA, APT, Media Access Project, New America Foundation, CUWN, Free Press, ten State Regulatory Commissioners, and thousands of traveling patrons.

## ***T-Mobile's advanced Wi-Fi network***

### **6700 US HotSpots**

- Airline clubs of Delta, United, American, and USAir
- Starbucks
- FedEx Kinko's
- Borders Books & Music
- Select Hyatt Hotels

### **Fast, Convenient, and More Secure**

- T1 connections
- WPA with 802.1x security technology
- T-Mobile Connection Manager





## ***T-Mobile's Experience at Logan Airport***

- **HotSpot service available at American Admirals Clubs from 1999 – April 2005**
- **HotSpot service scheduled to commence in Delta Crown Clubs in Spring 2005**
- **Spring 2005, Massport forced shut-down of American HotSpots and prevented installation of Delta HotSpots**



## ***Commission has authority over dispute***

- **The Communications Act of 1934 grants the FCC regulatory authority over all issues related to radio frequency emissions**
- **Sections 2, 301, 302, and 303(c)-(f) of the Act demonstrate Congress's express intent to provide the Commission with exclusive jurisdiction**
- **The Commission has twice concluded it has jurisdiction in this context**



***Massport's actions are contrary  
to federal law and policy***

- **OTARD rules forbid interference with use of fixed wireless antennas in tenant-controlled space**
- **Federal policy favors rapid deployment of advanced wireless technology**
- **Federal policy favors competition and customer choice among providers**



## ***OTARD rules forbid Massport's lease restriction***

- “[a]ny restriction, including ... any ... lease provision ... or similar restriction, on property within the exclusive use or control of the antenna user where the user has a direct or indirect ownership or leasehold interest in the property that impairs the installation, maintenance, or use of an antenna that is ... [u]sed ... to receive or transmit fixed wireless signals other than via satellite, and that is one meter or less in diameter or diagonal measurement ... is prohibited to the extent it so impairs[.]” 47 C.F.R. §§ 1.4000(a)(1)(ii)(A), (B)





## ***OTARD rules apply to Continental's antenna***

- **Continental installed the antenna in its frequent flyer lounge—an area within its use or control, as defined by its lease**
- **Continental used the antenna to transmit fixed wireless signals, other than by satellite**
- **Continental's antenna was less than one meter in diameter**

***Lease provision "impairs"  
Continental's use***

- **Required prior approval from Massport  
unreasonably delays or prevents  
installation and use of Continental's fixed  
wireless antenna**
- **Use of the Logan Airport central antenna  
unreasonably increases the costs  
associated with Wi-Fi access**

## ***The Central Antenna exception does not apply***

- End-users of the central antenna *cannot* receive the service of their choice
- AWG's service is *not* as good or better than that available over tenant antennas—it provides a weaker signal and less security
- AWG's service will cost more than Continental's or T-Mobile's
- Application of the central antenna exception in this context could delay service in other airports

## ***The Public Safety exception does not apply***

- **Massport's lease states no “clearly defined, legitimate safety objective”**
- **Any safety objective would be speculative: no public safety entity uses the central antenna**
- **Massport's assertion of interference with public safety use of the central antenna is unsupported (no public safety entities have supported Massport) and unjustified (unlicensed use is not subject to interference protection)**



## ***Deployment of advanced wireless technology is threatened***

- **The FCC is charged with facilitating expansion of advanced wireless technology**
- **The FCC has been successful to date: wireless use is increasing dramatically**
- **But Massport has frozen advancement at Logan and could set a precedent for other multi-tenant environments**

## ***Logan is a competition-free zone***

- Travelers, merchants, and airlines at Logan Airport have *no choice* in wireless provider
- AWG is subject to *no competition* from other wireless providers
- Massport has created a monopoly, a *de facto* exclusive license in a non-exclusive, shared band

## ***FCC can and should end Massport's monopolistic actions***

- Management of unlicensed spectrum in multi-tenant environments is clearly within the FCC's jurisdiction
- Massport's violation of the OTARD rules is patent
- Left unchecked, Massport's monopolistic behavior will encourage the same among landlords nationwide